

VFR FLYWAY PLANNING CHART

MIAMI/SOUTH FLORIDA

Scale 1:250,000

NOT TO BE USED FOR NAVIGATION

AIRPORTS

Paved Runways

NAME (NAM)

NAME (NAM)

Unpaved Runways

NAME (NAM)

RADIO AIDS TO NAVIGATION

VOR

VORTAC

VOR-DME

NDB

NDB-DME

DME

AIRPORT TRAFFIC SERVICE AND AIRSPACE INFORMATION

Class B Airspace

Class C Airspace (Mode C - see FAR 91.215)(AM)

Class B/C Surface Area

Prohibited, Restricted, and Warning Areas

*Alert Area and Military Operations Area (MOA)

*Alert Areas do not extend into Class A, B, C and D airspace, or Class E airport surface areas.

IFR Departure Routes

IFR Arrival Routes

IFR Arrival/Departure Routes

Examples of Class B Airspace Altitudes

70

30

Mode C (See FAR 91.215)(AM)

Class D Airspace

Ceiling of Class D Airspace in hundreds of feet (A minus ceiling value indicates surface up to but not including that value.)

Class E (sic) Airspace

OBSTRUCTIONS (Selected)

MISCELLANEOUS

TOPOGRAPHIC INFORMATION

THIS CHART IDENTIFIES VFR FLYWAYS DESIGNED TO HELP VFR PILOTS AVOID MAJOR CONTROLLED TRAFFIC FLOWS. IT DEPICTS MULTIPLE VFR ROUTINGS THROUGHOUT THE MIAMI AREA WHICH MAY BE USED AS ALTERNATES TO FLIGHT WITHIN THE ESTABLISHED CLASS B AIRSPACE. ITS GROUND REFERENCES PROVIDE A GUIDE FOR IMPROVED VISUAL NAVIGATION. THIS IS NOT INTENDED TO DISCOURAGE REQUESTS FOR VFR OPERATIONS WITHIN THE CLASS B AIRSPACE BUT IS DESIGNED SOLELY FOR INFORMATION AND PLANNING PURPOSES.

CAUTION
THE ENTIRE MIAMI AREA IS HEAVILY CONGESTED WITH MANY DIFFERENT AIRCRAFT TYPES. THESE ROUTE SUGGESTIONS ARE NOT STERILE OF OTHER TRAFFIC; THEY ARE AREAS WE BELIEVE LEAST CONGESTED IN AN AREA OF HEAVY CONGESTION. PILOT ADHERENCE TO VFR RULES MUST BE EXERCISED AT ALL TIMES. COMMUNICATIONS MUST BE MAINTAINED BETWEEN AIRCRAFT AND CONTROL TOWERS WHILE IN CLASS D AIRSPACE.

REPORTING CHART ERRORS:
You are requested to inform us of chart errors and/or additions that come to your attention while using this chart. See frequently asked questions (FAQs) on our website at http://www.faa.gov/vfr_trafficflight_info/areasoflight_products/ or our website at 1-800-638-8972 or visit http://www.faa.gov/vfr_trafficflight_info/areasoflight_products/ or visit FAA.AeronauticalInformationServices,1305East-West-Highway,SBAC4,Suite400,ShawSpring,MD20910-0201.

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MILITARY TRAINING ROUTES (MTRs)
All B and V MTRs are shown, and may extend from the surface upwards. Only the route number, direction of travel, and the route designer. DoD users refer to Area Planning AFM18 Military Training Routes North and South America for current routes.

VFR TRANSITION ROUTE
(ATC CLEARANCE REQUIRED)
ALTITUDE ASSIGNED BY ATC

VFR TRANSITION ROUTES
THIS CHART ALSO IDENTIFIES VFR TRANSITION ROUTES IN THE MIAMI CLASS B AIRSPACE. OPERATION ON THESE ROUTES REQUIRES ATC AUTHORIZATION FROM MIAMI APPROACH CONTROL. INITIAL AUTHORIZATION IS REQUIRED. REMAIN OUTSIDE CLASS B AIRSPACE. DETECTION OF THESE ROUTES IS TO ASSIST PILOTS IN ESTABLISHING THE AIRCRAFT IN AN AREA OUTSIDE THE CLASS B AIRSPACE WHERE ATC CLEARANCE CAN NORMALLY BE EXPECTED WITH MINIMAL OR NO COMMUNICATIONS. INITIAL CONTACT, ADVISE ATC OF POSITION, ALTITUDE, INTENT, NAME, AND DIRECTION OF FLIGHT. REFER TO CURRENT MIAMI VFR TERMINAL AREA CHART FOR USER REQUIREMENTS.

MIAMI CLASS B AIRSPACE
OPERATING RULES AND PILOT/EQUIPMENT REQUIREMENTS: Regardless of weather conditions, an ATC authorization is required prior to operating within the Class B Airspace. Pilots should not request an authorization to operate within the Class B Airspace unless the requirements of FAR 91.215 and FAR 91.121 are met. Included among those requirements are:
1. Unless otherwise authorized by ATC, an operable two-way radio capable of communicating with ATC on appropriate frequencies for that Class B Airspace.
2. No person may take off or land a civil aircraft at the Miami International Airport unless the pilot in command holds at least a Private Pilot certificate.
3. Except as noted in 2. above, no person may take off or land a civil aircraft at an airport within the Class B Airspace or operate a civil aircraft within the Class B Airspace unless:
(a) The pilot in command holds at least a Private Pilot certificate, or holds a Recreational Pilot certificate and has met the requirements of FAR 91.101(b), or holds a Sport Pilot certificate and has met the requirements of FAR 91.325, or
(b) The aircraft is operated by a student pilot who has met the requirements of FAR 91.301 or FAR 91.325 as applicable.
4. Unless otherwise authorized by ATC, each person operating a large turbine engine-powered aircraft to or from a primary airport shall operate at or above the designated floor while within the lateral limits of the Class B Airspace.
5. An operable VOR or TACAN receiver for VFR operations.
6. A transponder with automatic altitude reporting equipment.
NOTE: ATC may, upon notification, immediately authorize a deviation from the altitude reporting equipment requirement or for a transponder failure; however, other requests for deviations from the transponder equipment requirement must be submitted to the controlling ATIS facility at least one hour before the proposed operation.

FLIGHT PROCEDURES
IFR FLIGHTS: Aircraft operating within the Miami Class B Airspace must be operated in accordance with ATC clearances and instructions.
VFR FLIGHTS:
1. Arriving aircraft should contact the appropriate approach control on specified frequencies and in relation to geographic fixes shown on the accompanying chart. Although arriving aircraft may be operating beneath the floor of the Class B Airspace on initial contact, communications should be established with approach control in relation to the points indicated for sequencing and spacing purposes.
2. Aircraft departing the primary airports are requested to advise clearance delivery prior to taking of their intended altitude and direction of flight to depart the Class B Airspace. Aircraft departing from other than the primary airports whose route of flight would penetrate the Class B Airspace should give this information to ATC on the appropriate frequencies.
3. Aircraft desiring to transit the Class B Airspace must obtain an ATC clearance to enter the Class B Airspace and will be handled on an ATC workload permitting basis.

ATC PROCEDURES
All aircraft will be controlled and separated while operating within the Class B Airspace, except helicopters need not be reported from other helicopters. Although radar separation will be the primary standard used, approved visual and other non-radar procedures will be applied as required or deemed appropriate. Traffic information on observed but unidentified radar targets will be provided on a workload permitting basis to aircraft operating outside the Class B Airspace.
NOTE: Assignment of radar headings and/or altitudes is based on the provision that a pilot operating in accordance with visual flight rules is expected to advise ATC if compliance with an assigned route, radar heading, or altitude will cause the pilot to violate such rules.

